

TABLE OF CONTENTS

EXECUTIVE SUMMARY

INTRODUCTION

A VISION FOR RESTON IN THE 21st CENTURY

TRAFFIC ISSUES

PERFORMANCE STANDARDS [TBA]

STATION AREAS (from East to West)

Wiehle Avenue-Reston East

Reston Town Center

Herndon-Reston West [TBA]

CONCLUSION [TBA]

EXECUTIVE SUMMARY OF MAJOR RECOMMENDATIONS

The Reston Master Plan Special Study Task Force has been at work since December 2009. Briefly summarized, the guiding principles for the Task Force's Phase 1 development recommendations include, but are not limited, to the following:

- **Planning should take the long-term view**, not merely focus on the next 15-20 years.
- **Development in the Phase 1 Study Area should follow principles of “transit-oriented development” (TOD) in which the station areas have mixed-use development with a variety of residential, employment and retail options in vibrant, pedestrian and bicycle friendly settings which minimize the need and desire to utilize automobiles. There should be a balance of residential and non-residential uses which promotes pedestrian activity and mitigates traffic.**
 - Major development should be concentrated close to the new transit stations and along the Dulles Toll Road with height and density generally tapering off as one moves away from the station.
 - Concentrating new development within the TOD areas is important to mitigating traffic, encouraging pedestrian activity and creating centers of commercial, cultural and social activities which will make each of the station areas attractive to prospective employers and residents, as well as to other Reston residents.
 - Exceptions to tapering may be warranted for specific projects based on particular opportunities or benefits to the community.
 - Near-term development outside TOD areas should be disapproved absent special circumstances, such as particularly attractive public benefits or joint development with projects inside the ½ mile area. The North Town Center area, including the North County Government Center properties, is an example of an area warranting redevelopment in the near term, particularly if it includes a major public park feature. A proposal offering a unique benefit, such as a university campus, might also be approved outside the TOD area.
 - If exceptions are made due to special circumstances, even those projects should be expected to support TOD and community goals with proffers such as linked streetscapes, bus service to the stations, community amenities (*e.g.*, publicly-accessible recreation), traffic-mitigation plans, etc.
 - Residential development should be mixed with other uses throughout the new transit station areas. The preferred mix of uses will vary by station area (as discussed in greater detail elsewhere in the Report), but more than half the square footage should be devoted to residential rather than office development even in the areas of greatest commercial density. In some areas, new development may be almost entirely residential.
 - Developers should be expected to achieve the minimum residential goals either by themselves or by coordinating their plans with other developers within the TOD area. If a builder cannot achieve a balanced mix of residential/nonresidential by itself or with others, then the presumption should favor building new residential.

- Residential development should include with options that include medium and low income dwellings and that cater to the full spectrum of ages. Developers should be expected to show how they will help meet the goal of housing diversity, including affordable housing.
- **Every proposed development should meet minimum performance standards and proffer measures to assure that high standards are maintained, that the public benefits from the new addition and that potential harms are mitigated.**
 - Consolidated development projects should be encouraged and, if well conceived, should be rewarded.
 - Projects should complement each other so as to achieve coherent networks and an attractive sense of place in each area.
- **Excellence of design and architecture is essential.**
 - Only high-quality projects with excellent designs should be approved in the Reston area.
 - Design excellence is vital to establishing a sense of place near stations and to making the new development fit well within Reston.
 - Sustainable building design must be required of all projects.
 - Weak projects or even the perception that weak projects will be approved will discourage investment in high-quality projects. Town Center has been successful in part because high quality was required and that, in turn, attracted more high-quality projects.
- **A tall, “urban” building pattern with a varied skyline is desired near the stations.**
 - The station areas should have a more urban form, although some reduction of building heights may be appropriate as projects approach established areas of single family homes.
 - High densities should be required in the station areas given the limited space available and the desire to create vibrant urban spaces. Low-density projects should be rejected.
- **TOD areas need unified streetscapes with wide sidewalks and provision for bicycles, as well as cars and buses.**
 - Construction of the internal grid of streets and paths is needed as soon as possible.
 - Pedestrian walkways and bicycle paths must be built and linked to the transit stations, to existing neighborhoods and office parks, and to Reston’s existing system of paths and sidewalks.
 - All building owners need to contribute to coherent and attractive streetscapes, sidewalks and trails which are carefully planned.
 - Safe, signaled pedestrian crossings are needed at intersections.

- **Each TOD area needs reasonable levels and varieties of attractive open spaces to compliment the higher development densities contemplated in the TOD areas.**
 - The wetland feature near the Herndon-Monroe station must be preserved, and other natural areas should be preserved to the extent possible.
 - A large park in the North Town Center area is strongly encouraged.
 - A continuous linear green space – a grand green boulevard – should be established along Sunrise Valley Drive.
 - Attractive open spaces may include pedestrian-oriented plazas, large or small parks (including pocket parks and playgrounds), tree-lined wide sidewalks, green pathways, areas for games, etc.
 - Attractive pathways from developed areas to existing open-space features (such as Lake Fairfax Park and the W&OD) are important.
 - Rooftop features may count toward open-space goals only if publicly accessible and welcoming to the public.
 - Trees and greenery should be encouraged.
 - Development projects should contribute to meeting the public open-space and recreational needs of the community.
 - Indoor recreation facilities, including an Olympic size pool, are needed to accommodate the large incoming population as well as Reston's existing residents.
- **Cultural and educational offerings are needed in station areas to attract and serve residents and employees.** In particular,
 - A substantial performing arts facility should be built, preferably on the north side of the Town Center Station which will tie it to foot traffic to and from Reston Town Center.
 - An important, new university campus should be opened near the Wiehle-Reston East station area. It should have a science and research orientation with both graduate and undergraduate offerings.
- **Traffic concerns must be addressed and mitigated from the outset.**
 - The RMAG recommendations still appear to be valid and should be implemented.
 - New and enhanced grids of streets, walkways and bicycle paths are needed in each station area and should be linked to existing roads, walkways and bicycle paths, including roads and sidewalks in office parks outside the TOD areas.
 - Bridge or tunnel crossings of the DTR are needed in several locations. These include the Soapstone extension, a crossing near Town Center, and a crossing that extends South Lakes Drive to the north side of the DTR. These need to include ways that pedestrians and bicyclists can cross the DTR.
 - Regularly scheduled circulator buses are needed within the station areas, to the Town Center and Village Centers.
 - Bus routes need to be carefully planned in order to offer reliable options to residents both in and outside rush hours.

- Bus access to the Wiehle-Reston East Station's south entrance is needed as soon as possible after the station opens in order to reduce bridge traffic. Pedestrian access to the south side entrance is presumed to exist, but should be guaranteed.
 - The county garage at the Wiehle-Reston East Station should be managed to encourage drivers to enter and exit the garage outside rush hours. This could be done with a pricing premium for entering or leaving the station in peak periods.
 - A significant portion of the parking spaces at the county's Wiehle-Reston East Station garage should be reprogrammed to local use after Metro stations open to the west. This could be done by offering to sell or lease spaces to developers or occupants of nearby buildings.
 - Parking minimums for new buildings should be reduced in order to encourage walking, biking and transit usage over driving.
 - The VDOT parking area along Sunset Hills should be eliminated. It should be replaced by a linear park parallel to the W&OD park or used for a bus-only lane.
 - A grade separated crossing of the W&OD at Wiehle Avenue.
 -
 -
 - Additional measures to mitigate traffic need to be studied and may be needed.
- **Infrastructure needs must be addressed by the County as part of its normal planning processes and in conjunction with plans for new development.** The potential new development in the Reston area will require substantial new infrastructure investment, including for
 - Schools
 - Public safety
 - Water, sewer, and run off
 - Roads and bridges
 - Lighting along roads and pathways in residential areas near to station areas
 - Library facilities.
 - Public services for residents, including the elderly.
- **The Wiehle – Reston East Station** will be the first station to open in Reston.
 - There should be mixed-use development with residences, offices, retail, hotel and institutional uses which encourage pedestrian activity and minimize residents' and employees' need to use a car. This development should occur within ½ mile of the Metro station entrances and north of Sunrise Valley Drive.
 - The densities will be substantially higher than today, but less dense and, ultimately, more residentially oriented than is planned for the Town Center Metro North area. While both sides of the DTR will grow, there will be a higher density in TOD areas on the north side of the DTR.
 - Strong efforts should be made to attract to this area one or more substantial universities with programs for undergraduate and graduate study and research.
 - Attention is needed to internal and external connectivity and to early construction of the Soapstone Extension linking Soapstone and Sunrise Valley to Reston Station Blvd. and Sunset Hills.

- Coordinated development of parcels should be strongly encouraged.
- **The Reston Town Center Station** will open in Phase 2 of Silver Line construction.
 - The Reston Town Center station TOD area will extend ½ mile in each direction. It will attract mixed-use development with residences, offices, retail, hotel and institutional uses which encourage pedestrian activity and minimize residents' and employees' need to use a car. The greatest development should occur within ¼ mile of the Metro station entrances, but TOD development can occur to ½ mile. It is anticipated that less intensive TOD development with an institutional and residential emphasis will extend north of the existing Town Center to Barron Cameron Drive.
 - The greatest density of offices and overall development will be located in the TC Metro North area, which will connect the Metro Station to Reston Town Center. Residential development will be an important component of TC Metro North. Reston's urban core will center on TC Metro North and Reston Town Center and is conceived as a regional destination. Redevelopment of Town Center is not anticipated within the planning horizons. Ideally, it will include a world class performing arts center.
 - The TC Metro South area will develop as a distinctive mixed-use, TOD area with less overall density and a greater emphasis on residential than on office development. A signature green open-space should be included.
 - The Town Center North area, which extends from the existing Town Center to Barron Cameron Drive will emphasize governmental facilities and residential development. It will contain a large, signature public open-space beneficial to the entire area.
 - A new crossing of the Dulles Toll Road to the west of the station and improvements to roads and pathways will be needed to enhance TOD and to mitigate traffic impacts from additional development.
- The Herndon-Reston West Station will also open in Phase 2 of the Silver Line.
 - The south entrance to the station will be in Reston and will connect directly to Fairfax County's Herndon-Monroe parking structure.
 - The County should consider a public-private partnership to redevelop the parking structure and surrounding area as a form of TOD development.
 - Other areas within ½ mile of the Reston-side of the Metro station should be eligible for TOD redevelopment with a residential emphasis.
 - The wetlands adjacent to the station should be preserved and access should be enhanced.
 - Some road and pathway improvements will be needed to achieve TOD and mitigate traffic impacts to the area.

INTRODUCTION

The Task Force

The Reston Master Plan Special Study Task Force was appointed by Supervisor Catherine Hudgins and the Fairfax County Board of Supervisors, in late 2009, to review the Reston Master Plan and Fairfax County Comprehensive Plan in light of the forthcoming arrival of Metrorail's Silver Line rail service at three transit stations in Reston.

The core question presented to the Task Force is how Reston's Master Plan and the County's Comprehensive Plan should be modified in order to maximize public benefits from the arrival of Metrorail and to recognize the many changes that have occurred in the nearly 50 years since Reston was founded?

As constituted, the Task Force consists of 25 primary members and 16 alternate members, some of whom have changed over time.¹ The Task Force is chaired by Patty Nicoson. All meetings have been conducted in public and have invited written and oral public input. Appointment of the Task Force followed months of public outreach by the Staff of Fairfax County's Department of Planning and Zoning, including focus groups and presentations. The DPZ Staff has continued to support the Task Force throughout its work.

The Task Force's work has been roughly divided into two phases. In Phase 1, the Task Force has focused on a Study Area (Map 1) which follows Reston's original Corridor of Industry and Government" ("RCIG") along the Dulles Toll Road from Hunter Mill Road past the current Herndon-Monroe parking garage, plus an area extending north of the toll road and west of through Reston Town Center to Barron Cameron Drive. In Phase 2, the Task Force will look at whether changes to the Master Plan are appropriate in other parts of Reston, principally the Village Centers.

The Phase 1 Study Area, which is the subject of this report, includes Reston's three planned subway stations, its principal employment and commercial centers with roughly _____ employees as of 2010; and its major highway corridor, the Dulles Toll Roads ("DTR").² Reston's three planned subway stations are, from east to west: Wiehle Avenue-Reston East, Reston Town Center and Herndon-Reston West. The Wiehle-Reston East Station is expected to open in late 2013, and the other two stations are expected to open approximately __ years thereafter. All three stations are located in the middle of the DTR, which runs from east to west through the middle of Reston.

The final report of the Task Force is the product of more than three years of efforts by Task Force members and members of the public who have regularly contributed to the Task

¹ The identities of current Task Force Members and Alternates, including their affiliations, are set forth in Appendix

² The Dulles Access Road is located on separate, limited-access lanes between the lanes of the DTR. The focus here is on the DTR since it is available for general commuting, while the Dulles Access Road is not.

Force's work. Since the beginning, the Task Force has met regularly to receive input from the community, from the County, from developers and other stakeholders and from independent experts on urban planning and transit. Task Force meetings kicked off in December 2009 and have continued, often twice per month, since then. Seven community workshop meetings were conducted by the Task Force, commencing in January 2010. Five subcommittees were appointed to review various aspects of the Task Force's work, including the specific recommendations for the three station areas, overall guidance and drafting of a final report.

Much of the Report is drawn from the subcommittees' reports and presentations. Copies of the reports and presentations by each of the subcommittees, as well as numerous documents prepared by the County Staff, by experts and by members of the community can be found on the Task Force's website: <http://www.fairfaxcounty.gov/dpz/reston/> This Report also builds upon work done by earlier groups, such as the Reston Metro Access Group (RMAG).

In addition to the Task Force's work the Staff of the County's Department of Planning and Zoning is separately compiling recommendations for text to be included in Fairfax County's Comprehensive Plan. It is anticipated that many of the recommendations and concepts in this Report will overlap with the Staff's recommended plan text. In any event, the work of the Task Force reflects careful consideration by a diverse group of citizen and business members of the Reston community. Its Report should be considered by developers who are preparing and presenting their rezoning proposals; by the Board of Supervisors and other County officials who evaluate those proposals; and by members of the public who choose to comment on those proposals.

Current Conditions

Reston was founded in the mid-1960s as a new community where residents could live, work and play throughout their lives. The Reston's innovative vision and Master Plan has guided development in Reston over the course of the community's nearly 50-year history. The Master Plan combines excellence in mixed-use design with accessible retail and community spaces (the Village and Town Centers), diverse residential options, employment centers, beautiful open spaces, respect for nature, and a diverse population. The Village centers were intended to be community gathering places as well as small retail centers. Racial, ethnic and economic diversity were important values in Reston from its founding. Building on the Master Plan, Reston has evolved as a complete community. Reston and its citizens are a vital part of Fairfax County. Reston has been studied around the world as a model of intelligent urban planning.

Today, Reston has a population of approximately 55,000 people and employment of approximately _____. Reston residents have housing options that include detached single-family homes, town houses, garden apartments and high rise apartment and condominiums. There are a variety of price points for housing in Reston. Most of the housing has been integrated into an extensive network of pathways, recreational features (pools, tennis courts, playgrounds, community gardens, etc.) and natural areas owned and operated by the Reston Association. Additional recreational and cultural opportunities are offered by the Reston Community Center, which operates two community centers, including one with an indoor pool and a stage.

Together, RA and RCC offer many classes and programs to Reston residents. Other important open-spaces in Reston include five lakes, two golf courses (one public and one private), and the W&OD linear park. Lake Fairfax Park is immediately adjacent to Reston.

Reston has a number of county-operated schools, from elementary to high school, and two college facilities located on Wiehle Avenue near Sunset Hills Drive.

Apart from some local retail in the village centers, businesses and employment are concentrated along an east-west corridor (the so-called Reston Corridor of Industry and Government or “RCIG”) and in or near Reston Town Center. The RCIG is centrally located within Reston. It is a major location for jobs in Fairfax County. By design, the RCIG has exclusively been an employment center. No residential development is currently located within the RCIG. In contrast, Reston Town Center has evolved as a center for employment and housing, as well as the largest retail center in Reston. As of 2010, the Phase 1 Study Area, which includes the RCIG and Town Center up to Barron Cameron Dr., had approximately 11,000 residents and 77,000 jobs.

Arrival Of The Metro Silver Line

Now, roughly 50 years after Reston’s founding, the arrival of the Metro’s Silver Line confronts Reston with momentous challenges and opportunities. When it is completed, the Silver Line will extend transit service from Washington, D.C through Tysons Corner and Reston to Dulles Airport and into Loudoun County. Three Silver Line transit stations will open in Reston: the Wiehle Avenue-Reston East Station; the Reston Town Center Station; and the Herndon-Reston West Station. There will be a 2300-space, county-owned parking garage located at the northern entrance to the Wiehle-Reston East Station. Along with the Tysons’ stations, the Wiehle-Reston East Station will open in late 2013, while the remaining stations in Reston and beyond are expected to open only a few years later.

The arrival of rail will bring new commuting options to residents and employees located in Reston. It will act as a magnet for further development as potential employers and residents seek to locate near the new subway stations. Mixed residential and commercial development is appropriate since it is needed to make full use of the community’s investment in the rail system. It is also consistent with Fairfax County’s policy favoring “transit-oriented development” (“TOD”) near transit stations. As defined in the County’s Comprehensive Plan Glossary,

Transit-oriented development (TOD) in Fairfax County is defined as compact, pedestrian- and biking-friendly, mixed-use development containing medium to high density residential, office and retail uses within walking distance of certain rail transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses around rail transit stations to promote transit usage and create vibrant neighborhood centers at these locations.³

³ Fairfax County Comprehensive Plan Glossary.
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/glossary/t.htm>

The arrival of the stations and accompanying development will bring economic and cultural opportunities for Reston's existing residents and employees, as well as potential new employees and residents. Reston's current residents and employees will obviously benefit from having a rail commuting option. Reston's residents will also benefit from the access to new jobs, new retail and restaurant options, and new mix of pedestrian-friendly housing options. Creative, mixed-use development around the stations will help attract young professionals who increasingly desire a more urban lifestyle with less dependence on automobiles. These changes can help make Reston a more exciting place over the long-term, as economic and climate changes place pressure on traditional patterns of business and residential development.

On the other hand, the transit stations will affect traffic, as buses and cars shuttle people to and from the stations, particularly during rush hours. That could compound the traffic problems that local drivers already face (assuming they choose to continue to drive rather than take advantage of the new public transit options). Adding new residents and employees will also place increased demands on the rest of the community's infrastructure, including schools, public safety, public open spaces, sewer, water, etc.

Attempting to balance the opportunities and burdens of new development around the stations with the interests of Reston's existing community has been a central focus of the Task Force's work.

A VISION FOR RESTON IN THE 21ST CENTURY

From its beginning, Reston has been planned as one of the premier new towns in America. Today, Reston includes a population of over 55,000, five village centers, a town center, and office and industrial buildings along the Dulles Access Road. Reston has a range of housing to serve a variety of incomes, natural areas, and an outstanding pathway system. Most importantly, Reston has become a complete community.

The 21st century brings new planning and design opportunities and challenges for Reston. Opportunities are presented by construction of three Metro stations in Reston between 2013 and 201__, while a changing economic environment, growing traffic and climate change pose significant challenges. Recommendations are needed for urban design, environment, transportation, and public facilities to be used in the future planning of Reston.

The most immediate opportunity and challenge is to transform the existing office and industrial corridor into a linear, transit and pedestrian oriented neighborhood with three new Metro stations. Each transit station area will have a combination of jobs, a range of housing choices, and amenities and facilities that can be recognized for outstanding planning and design. Each transit area must have a reasonable balance of residents and jobs with enough amenities (restaurants, shops, activities) to attract residents, employees and businesses in a transit- and pedestrian-oriented setting. Another significant opportunity, which will be addressed in Phase 2 of the Task Force's work, is to transform each of the five village centers without expanding existing boundaries into dynamic focal points of civic activity for the surrounding neighborhoods instead of strip shopping centers. The character of the existing residential neighborhoods will remain.

Other recommended features important to Reston include:

- Providing a significant public, urban green and central gathering space in the Town Center recognized as a community resource and high quality design
- Creating a continuous linear green space along Sunrise Valley Drive
- Creating a major performing arts center adjacent to the Town Center Metro Station
- Providing an indoor recreation center near the Wiehle-Reston East Metro Station or other viable location
- Establishing a major university near the Wiehle-Reston East Station
- Providing for air rights over the Dulles Access Road
- Enhancing the pedestrian sidewalk and pathway system with links in the TOD areas
- Expanding the bus network to link all neighborhoods
- Improving and enhancing the village centers
- Preserving the integrity of the existing neighborhoods
- Continuing and enhancing the focus on the natural environment
- Providing a focus on outstanding design of streets, open spaces, public art, and buildings
- Providing a memorial sculpture garden somewhere in Reston

These recommendations will help to continue the legacy of outstanding planning and design of the Reston community in Fairfax County, Virginia into the 21st century.

The Vision

Reston should be a complete community designed for the 21st century. An increasingly diverse residential population will have broad choices in jobs, housing, and lifestyles. To achieve this vision:

- Planning will take full advantage of the Metrorail Silver Line Extension through transit oriented development near each of the three Reston Metro stations. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport, and will be complemented by local mixed-use development with improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses, employment opportunities and retail support, as well as road improvements and pedestrian- and bike-friendly environments.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A strong institutional component will include a major hospital center, a regional government center, a new 21st Century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment and development of an array of cultural, educational, and recreational opportunities.

Planning Principles

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of

each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

1. Excellence in planning, urban design, and architecture will be community hallmarks.

The community will continue to strive to achieve excellence in planning and urban design, architecture, gathering places such as plazas, connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features of the Reston community.

2. Planning will provide for environmental sustainability and green technology.

Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.

3. Development will be phased with infrastructure.

The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. Reston will continue to offer a mix of urban and suburban life styles.

The Metro Silver Line extension will add transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:

- **The Metro Station areas** will be livable urban places, with the highest densities in the area north of the Town Center Station and substantially increased densities in other areas near the transit stations. The station areas will have the highest commercial and residential intensity in the community.
- **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
- **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods. Measures (such as parking permits and lighting) will be taken to mitigate disruption to existing neighborhoods from Metro usage and traffic.

5. The rail corridor will be transformed.

Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Wiehle-Reston East and Reston West-Herndon will be urban transit neighborhoods, with special encouragement in the former for higher educational uses and special focus in the latter on its central environmental (wetlands) feature. The highest densities will be concentrated within one-quarter mile of the rail stations tapering down somewhat within one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

6. Reston will become a more vibrant employment center.

From its inception, Reston has provided a place for a spectrum of companies, from local to international of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

7. Housing will be provided for all ages and incomes.

Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

8. Connectivity and mobility will be strengthened.

A range of high-quality transportation facilities - including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the Dulles Access Road near the stations are of the highest priority to ease already excessive congestion. A robust transit system, expanded pedestrian and bicycle networks, and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

9. High quality public open space will be required.

Abundant active and passive open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers, and visitors. Larger

active recreation areas appropriate to Reston's residential and commercial populations should be provided outside the transit corridor.

10. Public participation in planning and zoning will continue to be the community's foundation.

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

Urban Design

Development and redevelopment should be of the highest caliber in terms of town planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community instead of stand-alone developments. High standards for green neighborhood and building practices for all public and private development should be required. Public art should be integrated into development and redevelopment. Proposals for mediocre or low-density projects which would interfere with achieving the goals of high quality, higher density development near the stations should not be approved.

Among other goals, the public realm in the transit corridor should be a focus of design excellence in Reston including the following:

- **Streets** - Form the first impression of the area, and the streets should be shaped by the buildings
- **Open Spaces** – Create gathering spaces and the background for social life of the Reston community
- **Public Art and Placemaking** - Provide opportunities for creating places specific to the characteristics and needs of Reston
- **Buildings** - Provide shape to the streets and open spaces, and they should demonstrate excellence in architectural design

Reston is fortunate to have an example of a well-designed urban space. The Reston Town Center is one of the most outstanding examples of development in the Washington Region. The design of the streets, the variety of open spaces, and the design and orientation of buildings create a public realm that emphasizes pedestrian access. These provide useful examples of desired designs for transit-oriented development going forward.

Design of Streets

Streets represent one of the important spatial elements that define the public realm. Streets are shaped by the buildings. They provide the sidewalk space important to establishing a pedestrian oriented environment. The streets include sidewalks, landscaping, lighting and amenities, and most importantly they provide connections. Whether owned by the government or by the private sector, streets should meet minimum criteria for streetscape design, connectivity, sidewalks and bike usage.

Streetscapes - Street trees, pedestrian oriented street lights, and street furniture should be provided along business streets and local streets. Sidewalks along business streets and local streets should be at least 15 feet wide and at least 20 feet wide for areas with sidewalk cafes.

Utilities - Utilities should be accommodated underneath the sidewalk paving or street paving and within the right of way. Above-ground utilities should be buried as part of the redevelopment process.

Intersections - Improving the pedestrian access to the future Metro stations is a primary goal. Intersection improvements should include:

- Pedestrian priority timing for traffic signals
- Clearly marked crosswalks
- Wide medians at the crossing of major streets such as Sunrise Valley Drive, Sunset Hills Road, Wiehle Avenue and Reston Parkway

Design of Open Space

High quality open spaces provide opportunities for spontaneous interaction and programmed activities. High quality open spaces include plazas, parks, pathways, athletic spaces, gardens, and other non-vehicular spaces which are open for public use. A variety of large and small open spaces should be available throughout the Reston community, including in the transit areas. Reston has many such spaces, including lakes, natural areas and pathways operated by Reston Association, urban plazas (as at Fountain Square and Lake Anne), golf courses, athletic fields, the W&OD trail, etc. The diversity and convenient accessibility of open spaces throughout the community are key components of Reston's distinctive character.

- Open spaces should function to preserve, augment and enhance the natural environment through such methods as increasing permeability and expanding tree canopy. Incorporating trees for shade and beauty is encouraged.
- Regardless of ownership, open spaces should be publicly accessible and carefully designed to offer high quality open spaces on small sites, as well as large ones.
- Open space requirements on separate sites should be allowed to combine to create larger spaces off-site.
- Improving access to existing open spaces near the transit areas, such as Lake Fairfax Park and the W&OD, should be one of the objectives.

Specific, Designated Open Space Recommendations. The designated new public open spaces include, but are not limited to, the following important areas:

- A large, central park or urban green in the Town Center North area
- A grand, green boulevard along the entire length of Sunrise Valley Drive with setbacks from the curb to create a linear greenway with a bikeway, and to protect the adjacent neighborhoods
- A linear park to replace the VDOT parking lot along Sunset Hills.
- A memorial sculpture garden somewhere in Reston

Definition of Public Open Space: For purposes of Reston's planning, the concept of open space should mean outdoor space for public enjoyment, whether publicly or privately owned, such as:

- **Environmentally sensitive areas** - Resource Protection Areas including wetlands, streams and stream buffers, and priority forest areas
- **Active recreation areas** - large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball
- **Designated public open spaces** - areas such as gardens, plazas, walkways, pathways, trails, urban parks, through block connections, civic spaces, town squares, and a memorial sculpture garden
- **Other public open spaces** - other small urban parks and civic spaces

Public open spaces must not be deemed to include streets, parking and driveways or areas for vehicles, sidewalks less than 12 feet wide, and roof top areas not readily accessible to the public. Active recreation areas, designated open spaces, and undesignated public spaces all should be encouraged to include public art. Public open space must be easily and readily accessible to the public and be identified by a sign placed in public view.

Requirements for Public Open Space:

- The minimum open space should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the sidewalk area). Flexibility in location should be used in applying this minimum, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in higher density areas. Some portions of the 20 percent minimum may be more readily located in the immediate proximity of the transit station areas.
- The minimum public open space requirement for each parcel can also be located off-site and combined with other properties within the transit station area to create larger public spaces (e.g. large civic green in the Town Center and the proposed green, linear park along Sunrise Valley Drive).
- Required public open space can be active public space such as a public outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden if easily and readily accessible to the public. Such substitutions will be based on acreage, recognizing that they are often enjoyed more intensively than other types of passive open space.

Public Art and Placemaking

Public art is part of the Reston tradition, and the Master Plan adopted by the Initiative for Public Art - Reston (IPAR) continues this tradition by commissioning a new generation of world-class public art that will:

- Inspire a vigorous commitment to public art that builds on Reston's tradition of supporting community arts and culture
- Engage the public by stimulating further appreciation of the uniqueness of our community and new partnerships that create a new generation of world-class public art in Reston
- Build on Reston's commitment to excellence in planning and design of public spaces
- Raise the expectation that public art will be an integral component of Reston's long term ethic of building a quality environment

Both the public sector and the private sector through the proffer system will be expected to participate in integrating public art.

Priority Areas (Public Art Master Plan for Reston, prepared by IPAR, December 2008):

- Community infrastructure
- Environmental projects
- Reston Town Center
- Metro stations and station areas
- North County Government Center
- Village centers
- Private development.

Placemaking - The design of public space with art will include an objective to create destinations that are inspiring to the community, and provide flexible gathering spaces in accordance with the IPAR Master Plan for art.

Way finding - Streetscapes and open spaces must include a consistent set of signage and graphics to identify key facilities and provide direction.

Design of Buildings

The Reston Phase 1 Study Area currently has a variety of building types including one and two story retail buildings, institutional buildings including a hospital and medical office buildings, offices for international companies, headquarters for national associations, low-rise research and advanced technology companies, self-storage facilities and small spaces for services industries. A mix of low-rise and high-rise housing is also provided in the transit corridor.

The challenge is to create a cohesive urban environment with densities which will maximize transit and pedestrian activity. Building design should enhance and support pedestrian activity. Changing the building stock will take time. Projects that will replace old buildings with new, taller more urban designs should be encouraged.

Design features should include:

- Build-to lines that require buildings to define streetscapes
- Active retail store fronts on key streets to support and reinforce pedestrian activity
- Attention to sun access and orientation at the ground level
- Parking garages located below grade, lined with retail, or located in the center of blocks along sidewalk areas that provide connections to the Metro stations.

Excellence in design should be required of new buildings and their surroundings. This includes:

- Innovative use of high quality construction materials
- Glass at the ground levels
- Outstanding design of public and private buildings and infrastructure
- Satisfaction of accepted, high standards for energy efficiency and sustainability, such as LEED Platinum or Gold standards.
- Below ground parking or, at least, above-ground parking structures which are masked by retail or other usable spaces or by coverings.

Key elements of high quality building design will include a variety of strategies including building height, street orientation, retail locations and design, and location of parking garages.

- The tallest buildings should be within ¼ mile of the Metro stations. Building towers should be located to maintain views, and to minimize the impact on the street's pedestrian environment and the adjacent open space. Building roof lines should be distinctive on towers. Tall buildings should be encouraged to balance the twin goals of higher densities and open space.
- Buildings should be oriented to streets. Setbacks from streets should be 15 feet minimum and form an urban street wall. The street wall should be designed to frame the street and sidewalk areas and shape the open spaces. Buildings along streets should avoid the extensive use of blank walls without windows at the ground level.
- Most buildings located on important sidewalks that provide access to the Metro stations should include ground level retail. Retail frontages should maximize building transparency and avoid blank walls.
- Parking should minimize the impact on the pedestrian environment. Parking structures should be located behind buildings or retail facades. Underground parking is encouraged. Parking entrances should be located on side streets. Surface parking should be located on the interior of blocks or the side of buildings to avoid locating parking between the building and the street.

- Buildings should be of the highest caliber in terms of town planning, design, compatibility, energy efficiency and livability. Key features of buildings in Reston should include:
 - Use of site and building design and orientation for passive solar heating and daylighting, such as outside light shades that provide shading for glass and also direct sunlight deep into interior building spaces
 - Maximize the potential for renewable energy systems, including solar panels and geothermal systems
 - Incorporate passive cooling through proper shading and ventilation
 - Reduce water consumption
 - Recycle building materials and maximize the use of locally produced materials
 - Incorporate renewable energy systems such as wind power, solar power, and geothermal heating and cooling systems
 - Use light reflecting roof surfaces or green roof systems

Air Rights over the Dulles Toll Road

Locations should be explored to provide for the foundations of future air rights development at the Town Center and the Reston West-Herndon stations, as well as the Wiehle-Reston East station if feasible. This should be completed soon to provide timely guidance to Fairfax County in formally requesting that the Metropolitan Washington Airports Authority implement the construction of foundations as part of construction of Phase 2 of the Metro Silver Line. Sufficient design work should be done to convince the community, interested developers, and concerned officials that there is a practical, safe, and economically feasible way to build future air rights development above the Dulles Access Road and the Metrorail system without interference with operations.

Housing for All

Providing a variety of housing types for all ages and incomes continues to be an important principle in the development of Reston. People of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life should be accommodated in Reston. The full range of single-family detached houses, townhouses, single-family attached houses, and low-rise and high-rise apartments should continue to be provided in Reston to serve all incomes and ages.

Environment

Reston's vision for the 21st century will integrate access to nature with developed areas, protect the headwater areas and other environmentally sensitive areas, and establish high standards of green technology for all buildings and neighborhoods including the linear transit corridor.

The planning goal is to bring conservation of the natural environment into all areas of Reston including the transit corridor. An urban green infrastructure of interconnected spaces will be an integral part of the planning and design. The goals and recommendations identified in this section will ensure that Reston continues to develop and redevelop as a sustainable community, creating a healthy, environmentally responsible, and visually appealing place. The general goals include the following:

Protect:

- Wetlands
- Streams and buffer areas

Restore and Enhance:

- Intermittent streams
- Lakes and ponds
- Forests and trees, including trees in urban areas
- Hydric soils
- Steep Slopes
- Stormwater management

Best management practices should be utilized during development and redevelopment to improve air quality and conserve energy. Integrated approaches should be used for stormwater management, water conservation, reuse of rain water, use of systems that mimic natural processes, and use of permeable surfaces. The tree canopy should be preserved and enhanced wherever possible, including in transit areas slated for redevelopment. Protecting, restoring and enhancing the natural environment will remain a central planning principle.

Public Facilities

Reston should be a place that provides and enhances quality of life by recommending public facilities to serve Western Fairfax County that will be balanced with the land use and transportation.

Reston should have critical public facilities to ensure adequate and comprehensive services that include:

- Public safety
- Parks and recreation
- Schools and universities
- Cultural facilities

The challenge to providing adequate public facilities is often the requirement for large parcels of land. The use of the “Proffer System” will be the primary method used to acquire property and construct public facilities. Fairfax County’s Capital Improvement Program (CIP) is another but more limited method of providing public facilities. The public facilities on the following pages are the priorities.

The plan should emphasize the community requirements for enhanced and expanded public education, public safety facilities, and services to support community growth. Fairfax County Public Schools and the Fairfax County Fire Department should consider innovative new designs for facilities that may better address the needs of an urbanizing community, such as locating some of their facilities in the base of commercial buildings.

Public Safety

The anticipated growth in size and changes in character to the community demand that the need for the following be addressed:

- Urban, police sub-station to replace the existing facility
- Fire station capability to service urban environments such as the Town Center and other transit oriented development around the rail stations
- County Government Center to provide expanded human services
- Sufficient public utilities such as gas, electric, and water and sewer

Parks and Recreation

A “World Class” public park system should be provided including community parks and recreational facilities that can be addressed on both a micro and macro level. Individual parcels should be encouraged to provide solutions for the micro requirement. Macro requirements often demand integrated coordination with various stakeholders such the Northern Virginia Regional Park Authority, Fairfax County Park Authority, Reston Association, the Reston Community Center, the private sector, and others. Examples of parks and recreation requirements include:

- Major city park
- Linear green space along Sunrise Valley Drive
- Linear green space along Sunset Hills to replace the VDOT parking lot
- Small urban parks
- Small public recreational facilities and other active recreation uses such as volleyball, bocce ball, handball, and tennis
- Areas for organized, active recreation field sports on the existing gas pipeline
- Mid-block pedestrian connections
- Swimming pools including a 50 meter pool

Schools and Universities

Providing locations for future schools is a priority to serve the future population. Some of these facilities can be co-located. Educational facility requirements include:

- Child care
- Elementary schools
- Potential middle school or high school
- Advanced education (Universities and Community Colleges) including graduate and research programs to attract and support high tech industries
- Senior centers

Cultural Facilities

Cultural facilities should have the ability to exist and thrive in the future Reston. These facilities ensure that the community retains and enhances its ability to provide a high quality of life in Reston. The planning of advanced cultural and educational facilities should be coordinated with the Commonwealth of Virginia and other entities in the Washington region. Cultural facilities attractive to Reston residents and employees as well as visitors from the Washington region include:

- Performing arts center
- Libraries including the creation of a new regional library that utilizes innovative approaches such as satellites at transit stations, electronic services, kiosks, and couriers
- Children's Science Center
- Art Galleries and museum
- Memorial sculpture garden
- Large indoor multi-use, recreation center

The following table identifies the type of public facilities, priority locations, and the potential private contributions for dedication and construction. This list should be used during the review of specific projects as part of the use of the "Proffer System."

Type of Facility	Priority Location	Private Contributions
Cultural Facilities:		
<input type="checkbox"/> Performing Arts Center	Town Center area located north of the Metro station	Land and construction
<input type="checkbox"/> Libraries	Town Center North with satellites throughout Reston	Land dedication
<input type="checkbox"/> Children's Science Center	Near the transit station areas	Land and construction
<input type="checkbox"/> Art Galleries and museums	Near the transit station areas	Land and construction
<input type="checkbox"/> Memorial sculpture garden(s)	All areas or near the transit station areas	Land and construction
<input type="checkbox"/> Children's theater	Near the transit station areas	Land and construction
Schools and Universities:		
<input type="checkbox"/> Child care	Transit stations and village centers	Land and construction
<input type="checkbox"/> Elementary, middle, and high schools as needed	TBD	Land dedication
<input type="checkbox"/> Advanced education institution	Wiehle-Reston East Station area	Land dedication

<input type="checkbox"/> Senior centers	Transit stations and village centers	Land and construction
---	--------------------------------------	-----------------------

Parks, Recreation and Day Care

<input type="checkbox"/> Major City Park	North Town Center	Land dedication
<input type="checkbox"/> Linear park	Along Sunrise Valley Drive	Land dedication and construction
<input type="checkbox"/> Small urban parks	Transit centers and village centers	Land dedication and construction
<input type="checkbox"/> Small public or private recreational facilities	Transit centers and village centers	Land dedication and construction
<input type="checkbox"/> Large indoor recreation center	Wiehle-Reston East Station area	Land dedication and construction
<input type="checkbox"/> Swimming pools, 50 meter pool, and other active recreation uses such as volleyball, handball, tennis	All	Land dedication and funding
<input type="checkbox"/> Places for large organized, active recreation field sports	TBD	Land dedication and private funding

Public Safety

<input type="checkbox"/> Future, urban police sub-station to replace the existing facility	North Town Center or Reston East station areas	TBD
<input type="checkbox"/> Fire station capability to service urban environments such as Town Center and TOD around the rail stations.	Reston West-Herndon Station	Land dedication and funding
<input type="checkbox"/> County Government Center to provide expanded human services	North Town Center	TBD
<input type="checkbox"/> Sufficient public utilities including gas, electric, and water and sewer	All	TBD

TRANSPORTATION ISSUES

Transportation is a key element of the infrastructure that supports the quality of life in Reston. The new Metro Silver Line adds an important transportation option that was not previously available in Reston. The transit stations will relieve east-west traffic even as they attract bus and vehicular traffic serving transit users and new businesses attracted to the station areas. Maximizing the benefits from the Silver Line requires integrated planning of transit-oriented development and transportation options. Potential traffic problems associated with increased densities and the station areas can be mitigated through a combination of transit-oriented development, increased feeder and circulator bus service, enhanced pedestrian and bicycle facilities, an expanded network of streets and selected road improvements. Complete streets, safe for all users will be necessary within the transit corridor. An expansion of travel choices will transform the transportation system so that streets become attractive outdoor spaces that encourage walking and biking to connect the entire community. A range of access options should be created including facilities that serve pedestrians, bicyclists, transit, and vehicles.

The transportation system should provide safe, attractive and efficient choices that encourage a wide variety of travel choices including non-automobile travel. The goals include:

- Expand pedestrian and bike access
- Provide and enhance transit options
- Expand the network of streets
- Improve operational performance
- Address levels of congestion and expand capacity
- Perform an improved evaluation process

The following is a composite of the transit corridor. This map shows each transit station area, a grid of local streets, bike routes, and new crossings of the Dulles Access Road.

Recommendations

The proposed transportation system should provide a wide range of transportation options. Reston has an outstanding trail system that provides access to the village centers and the neighborhood schools. The transportation system should include a local grid of interconnected and complete streets in the transit corridor, new crossings of the Dulles Access Road, bike and pedestrian trails and sidewalk facilities, bus transit as a priority, and improvements for vehicles. The recommendations follow:

Expand the Pedestrian and Bike Access

The pedestrian and bike system should be expanded to improve access across the Dulles Access Road and to enhance the pedestrian and bike access to the three, new Reston Metro Silver Line stations. Key recommendations include:

- Fund and implement the recommendations for station access improvements at the Wiehle-Reston East, Town Center, and Reston West- Herndon stations prior to start of rail operations at those stations
- Provide new bicycle and pedestrian trails along both sides of the Dulles Access Road connecting all adjoining properties (include business parks in the corridor located more than ½ mile from a station) and RA's existing network of paths with each of the three rail stations
- Provide safe, signaled crossings of all roads leading to the stations, especially at major roads, such as Wiehle Ave, Reston Pkwy, Sunrise Valley and Sunset Hills.
- Assure convenient pedestrian and bicycle access from Sunrise Valley and from east of Wiehle Avenue to the Wiehle-Reston East Station's south entrance
- Implement crossings of the Dulles Access Road for pedestrians and bicyclists on the west side of Reston Parkway and Wiehle Avenue bridges, and from Reston Heights to Oracle and the Plaza America
- Provide a continuous shared-use bike and pedestrian trail along the northern side of Sunrise Valley Drive as part of creating an urban boulevard
- Establish complete streets with closely spaced trees, pedestrian lighting, and furniture to enhance safety and support access for pedestrians throughout the transit corridor
- Extend Reston Station Boulevard and associated sidewalks from Sunset Hills Drive at a point east of Wiehle Ave. into Plaza America to the west of the Wiehle-Reston East Station
- Improve the W&OD Trail crossing of Wiehle Avenue with an elevated crossing
- Improve pedestrian sidewalks and bikeways along Sunrise Valley Drive, Sunset Hills and Wiehle Avenue prior to the start of rail service to the Reston East Station or as soon thereafter as possible
- Complete other design work and implement high priority pedestrian and bicycle crossings of the Dulles Toll Road recommended in addition to others specifically listed in the RMAG Report and Reston 2020 Report.

Provide Transit Options

The new Metrorail stations provide an opportunity to improve access to Reston, the Washington Dulles International Airport, Tysons Corner, Arlington and the entire Washington Metropolitan Region. Expanding the existing bus system to provide access to the stations and throughout Reston will be a priority. Recommendations include:

- Review and refine the recommendations in the Fairfax County Transit Development Plan adopted in December 2009
- Provide new transit circulators and shuttles for the Town Center, Wiehle-Reston East, and the Reston West-Herndon station areas
- Circulating buses should extend to businesses in portions of the corridor outside the immediate station areas
- Evaluate opportunities for bus lanes in the transit corridor
- Consider lane controls and bus prioritization at signals in the transit corridor

- Create a wide range of transfer opportunities between Metrorail, bus and rental cars, and provide bicycle storage facilities at each of the three Metrorail stations
- Provide bus and kiss-and-ride access from Sunrise Valley Drive to the bus transfer facility on the south side of the Wiehle-Reston East Station

Enhance the Network of Streets

The map of the Network of Streets highlights, in conceptual form, the recommended composite of the three Metrorail station areas in the transit corridor. [MAP OR MAPS TO BE INCLUDED IN REPORT.] The map provides a sample guide for a new grid of local streets, and new crossings of the Dulles Access Road. The sample guide for the expanded network of streets includes the following:

- Expand Reston Parkway to three lanes in each direction from Baron Cameron Avenue to South Lakes Drive
- Provide a new grid of streets and walkways within the transit corridor to increase pedestrian and bicycle access and provide alternatives to use of Sunset Hills Road and Sunrise Valley Drive
- Improve the design character of streets within the transit corridor by providing adequate sidewalks, closely spaced trees, and pedestrian oriented lighting
- Provide five crossings of the Dulles Toll Road including the following:
 - Construct the Soapstone Drive extension to Sunset Hills Road as a priority for the Wiehle-Reston East Station
 - Provide a pedestrian crossing at the Plaza America development to Reston Heights
 - Construct a crossing at the Reston Town Center
 - Enhance the existing improvements to the crossing at the Reston West-Herndon Station
 - Construct a crossing that connects South Lakes Drive to Sunset Hills Road
- Study conversion of the existing one-way bus ramp over the Dulles Access Road for westbound traffic into a multi-purpose, two-way street between Herndon and the Reston West-Herndon Station
- Develop plans for traffic calming improvements for streets within the transit corridor to slow vehicle speeds, and improve pedestrian and bicycle safety
- Encourage the use of the Dulles Access Road in both directions for the HOV Lanes
- Improve the access ramps to Reston along the Dulles Access Road
- Construct foundations for columns in the median to support future air rights and crossings of the Dulles Access Road

Improve Operational Performance

The operational characteristics of the transportation system should be improved as described in the following:

- Implement aggressive transportation demand management programs to reduce vehicle trips (including staggering work hours, car and vanpooling, telework, flex-time, parking space pricing strategies, expanded transit, priorities for peak-period bus operations, and real time changes in traffic)
- Design and develop station areas in ways that maximize walking, biking and transit usage while minimizing needs to use automobiles for daily living and commuting
- Update the Countywide signal control system to reduce delays at intersections by using software designed to respond to real-time changes
- Develop a plan to transition from subsidized rail parking at the Metro stations to parking to support transit-oriented development. For example, to mitigate traffic and parking construction, parking spaces at the Wiehle-Reston East Station garage should be sold or leased to neighboring building owners once transit stations are opened to the west in Phase 2 of the Silver Line.
- Include parking pricing strategies that reduce overall parking demand, particularly pricing to discourage entrances to and departures from the parking lot at the Wiehle-Reston East station during rush hours
- Revise the parking standards to allow for shared use of parking spaces between land uses and a reduction in required spaces for development located near the transit stations
- Optimize traffic signal timing to improve traffic flow
- Consider locating satellite parking facilities at the edges of Reston connected to the transit stations by bus

Address Levels of Congestion and Expand Capacity

Reston has at least seven existing intersections that do not meet existing Fairfax County standards. The operation of these intersections should be improved as follows:

- Create and implement a wide range of transportation choices with a high priority on transit, and pedestrian and bicycle enhancements
- Improve the operational characteristics of intersections by providing alternatives to the use of Sunrise Valley Drive and Sunset Hills Road (see the table at the bottom of the page for more specific recommendations)
- Encourage the creation of main streets at each station area parallel to Sunrise Valley Drive and Sunset Hills Road as an alternative travel choice
- Provide an appropriate balance of commercial and residential land uses to reduce the impacts on the transportation system
- Set higher non-automobile mode split goals, quality and safety for pedestrians and bicyclists, and congestion levels for the transit corridor

Improve Capacity at Selected Intersections

Wiehle Avenue and Sunset Hills Road

Transportation Improvements

- ☐ Complete a grid of streets in all four quadrants to provide for bypass opportunities
- ☐ Create a main street connecting areas east and

west of Wiehle Avenue to Plaza America to divert local traffic from Sunset Hills Road

☐ Extend Soapstone Drive across the Dulles Access Road

☐ Eventually extend South Lakes Drive across the Dulles Access Road

☐ Construct an elevated (or below grade) crossing for the W&OD at Wiehle Avenue in order to minimize interaction with vehicle traffic

Reston Parkway and Sunset Hills Road

☐ Extend Edmund Halley Drive across the Dulles Access Road

☐ Extend the streets in the Town Center across the W&OD Trail to Sunset Hills Road to improve the grid of streets

Sunrise Valley Drive and Monroe Street

☐ Create a main street connecting Monroe Street to the Reston West- Herndon Metro station area to direct traffic away from Sunrise Valley Drive

☐ Complete a grid of streets that will reduce the need for traffic to use Sunrise Valley Drive

☐ Create a green boulevard along Sunrise Valley Drive with a continuous bikeway

Sunrise Valley Drive and Reston Parkway

☐ Create a main street connecting Reston Parkway to the Town Center Metro Station area to direct traffic away from Sunrise Valley Drive

☐ Complete a grid of streets that will reduce the need for traffic to use the intersection

☐ Create a green boulevard along Sunrise Valley Drive with a continuous bikeway

Expand Evaluation Techniques

Fairfax County currently plans to perform an evaluation of possible future development scenarios using level of service at intersections as a primary technique. This evaluation should be expanded to include an application of a variety of evaluation techniques. The expanded analysis of the area wide transportation system should consider the impact of the following:

- Increasing mode-share of non-automobile travel
- Reducing parking requirements specified in the Zoning Ordinance
- Expanding opportunities for pedestrian and bicycle access.

In addition, the evaluation process should include an interactive transportation and urban design evaluation of the recommendations from the Reston Master Plan Special Study Task Force for

transportation. This evaluation process should involve the assessment of several land use scenarios in an effort to refine and enhance the final land use recommendations.

WIEHLE-RESTON EAST STATION AREA

Summary

The Wiehle-Reston East Station will be the first Metro station to open in Reston. It is expected to open by the end of 2013. Early development of properties near the station should be facilitated and strongly encouraged.

Over time, the Wiehle-Reston East “station area”⁴ will be transformed from a suburban office park to a more urban, transit-oriented, mixed-use development with residents, offices, hotels, restaurants, shops, education institutions, research facilities, and cultural attractions. More development will occur north of the toll road than to the south, and the retail core will run along an internal street (“Reston Station Boulevard”) extending from east of Wiehle to Plaza America. As compared to the Town Center Metro North area, Wiehle-Reston East will be less dense, have a higher proportion of new residential development, and not be planned as a regional retail destination.

Consistent with TOD, the area will be an attractive and active place to live, work, learn, shop and play with limited need to drive a car. The area will be connected, both internally and to neighboring areas, by a network of streets, pedestrian crossings, walkways and bike paths which facilitate safe and convenient access to and from the Metro station and link the area to Reston’s existing pathway network. Open space will include plazas for community gathering. It is proposed that these new residential units will be incorporated into the Reston Association.

Strong efforts should be made to attract not-for-profit higher education institutions, particularly ones with graduate and research programs that will attract and support high-tech and R&D employers in the region. This educational identity will build upon the two higher-education institutions currently near the station.

Attention is needed, from the beginning, to ameliorating congestion from existing commuters, traffic to the station, additional development and a large county-owned garage at the Metro station. The RMAG recommendations should be used as an initial guide for improvements, especially the creation of the Soapstone extension over or under the toll road. In addition, infrastructure must include an interconnected grid of streets, sidewalks and bike paths and enough retail options to make walking a viable alternative to driving. Bus access to the south station entrance and circulating busses, as well as safe, signaled pedestrian crossings, are critical.

⁴ The areas to be developed near the Wiehle-Reston East station are located north of Sunrise Valley Drive and within one half mile of the station entrances. This area is referred to in this report as the “station area” or the “TOD area.” Absent an opportunity that is unusually beneficial to the community (such as a substantial university campus), areas outside the one-half mile radius should remain as currently planned until the TOD area is substantially developed. No increased development is envisioned south of Sunrise Valley Drive.

Character and Distribution of Development

General

Areas in the Wiehle-Reston East Study Area within ½ mile of the station (up to Sunrise Valley Drive on the South side) should be developed as mixed-use, transit-oriented development. In general, the highest densities and greatest commercial concentrations should be closest to the station (within ¼ mile), and there should be somewhat higher densities north of the toll road. Exceptions to the density-tapering principle, may be warranted by specific circumstances, including for projects offering particularly valuable benefits to the community.

All projects should satisfy minimum performance criteria for design excellence, cohesive streetscapes, sidewalks, connected pathways, preservation of trees, setbacks, etc. Valuable proffers will be needed to achieve the top end of the density range for a given area. Proposals that do not meet the objectives for the area should be rejected.

Mixed-use development near the Wiehle-Reston East station should include residences, offices, hotels, retail, restaurants, and educational, research, cultural, medical and civic uses, as well as plazas, parks, paths, and public art. The goal is to achieve a viable pedestrian-friendly, transit-oriented place in which residents and workers can live, work, learn, shop and play with minimal need to drive a car. A high level of pedestrian activity is desired both in and out of normal office hours. Although this area begins with no residential development north of Sunrise Valley Drive, the ultimate goal is to achieve somewhat more residential than office development in the station area.

The Wiehle-Reston East area should be redeveloped with a distinct sense of place, including educational, research and cultural institutions in urban-type campuses. Construction of taller buildings will help to distinguish this from a suburban office park and will free up space for parks, plazas, and other attractions. Visually attractive buildings are important as this will be the first view of Reston for people driving west. Developers should be encouraged to incorporate local (rather than chain) shops and restaurants with first floor, street-facing retail.

Several existing factors pose a challenge to redevelopment in this area. There are many small parcels with different property owners, which will complicate redevelopment. There is a mix of building ages with newer buildings that may not be open to economic redevelopment for many years. On the other hand, there are large open parking areas that could be candidates for infill building. The existence of condominiums may retard redevelopment in some areas.

Distribution Of Development

North of the Toll Road

Area Between the Toll Road and Sunset Hills

The greatest overall density and the retail core of the Wiehle-Reston East station area should be located between the toll road and Sunset Hills Rd., in landbays extending east and west of the Metro station. While there will be a substantial residential component throughout this area, the greatest density and commercial (office, retail, hotel) development will be concentrated closest to the Metro station with lower commercial densities and a higher residential emphasis as one moves from ¼ to ½ mile from the station.

An east-west, central street, extending Reston Station Boulevard east, across Wiehle Ave. to Sunset Hills (in G-7) and west into Plaza America (between the toll road and Sunset Hills), would become the “Main Street” of the Wiehle-Reston East area. It would serve as the spine for a grid of “complete streets” with tree-lined sidewalks which are wide enough to accommodate outdoor seating. Restaurants, retail and at least one pedestrian-oriented plaza should be built along Reston Station Blvd. and the streets that link it to Sunset Hills. Most of the restaurants and retail should be concentrated within an easy walk of the station. A pedestrian-oriented plaza located within ¼ mile of the station should be designed as a community gathering space consistent with Reston’s distinctive original vision. By extending into Plaza America, Reston Station Blvd. will provide pedestrian, bicycle and vehicle access to existing retail establishments, including a grocery store and pharmacy, without requiring people to travel on Sunset Hills Road. Rezoning proposals along this street and connecting streets are expected to help achieve a successful urban-commercial core near the station and a convenient link to Plaza America.

The Soapstone Extension would enter this area, adding a vehicle and pedestrian link between Soapstone/Sunrise Valley Drive and Reston Station Blvd/Sunset Hills. It is critical that the Soapstone Extension connect to Reston Station Blvd., not divide that road, which will be an important link between the station and development to the west, including Plaza America. The road network should extend into and through Isaac Newton Square extending to Wiehle Ave. on the north side of Isaac Newton Square. The Soapstone Extension should be built as soon as possible.

No specific height limitations are recommended in this area. Taller buildings will allow more open space and earlier development of a successful TOD core area. Also, there are no nearby established residential areas which could be adversely affected by very tall buildings. If anything, low-rise buildings should be discouraged in this area since they could jeopardize the ability of the area to achieve long-term TOD goals.

Area North of Sunset Hills

Growth in the area north of Sunset Hills to the half-mile ring (Subunits G-1 and G-2) should be a residentially dominated. Development along the Washington and Old Dominion Railroad Regional Park (W&OD) should be oriented in order to create connections to development within the landbays. They should also be designed to facilitate public access to Lake Fairfax Park (in G-2) and the new park contemplated for Isaac Newton Square (in G-1). A public park should also replace the VDOT parking lot that now occupies the space between Sunset Hills and the W&OD trail. The W&OD should be widened in this area to better accommodate a mix of pedestrian and through bicycle traffic, since usage is likely to grow with the new development. Careful attention to design is necessary to maintain safe crossings and

passage for “through” trail users. A grade-separated crossing of Wiehle Ave. should be built for the W&OD for reasons of safety and traffic mitigation.

Isaac Newton Square is the largest single property in this area. It should be primarily residential with amenity retail, a signature, centralized public open-space and a road linking Sunset Hills to Wiehle near the north side of Isaac Newton Square. Development should include a significant park and play area, usable by residents throughout the area. Amenity retail at the street level could service the residential community but should not duplicate denser retail between Sunset Hills and the toll road. Isaac Newton Square would have the potential for taller residential buildings than might be expected given its distance to Metro, in part to facilitate the desired open space.

East of Wiehle Ave., the developable area within ½ mile of the station entrance is relatively small. One portion, which is currently commercial, is located between Wiehle and a wooded area. Beyond the wooded area is a discrete area which overlaps the ½ mile circle from the transit station and extends into the western edge of G-7 along Michael Farraday up to the former “Clay Lane.” It includes the existing indoor ice skating rink, which should be preserved or enhanced. Public access to Lake Fairfax Park, including a pathway link the park to the W&OD, should be provided through this area.

A street with a sidewalk and a bike lane should be built to link Michael Farraday to Wiehle Ave., preferably along the southern edge of the wooded area. That street, bike lane and sidewalk should continue into G-7. Steps should be taken to eliminate the current traffic nuisance created by cars backing up on Wiehle from fast food drive through(s) located in G-2. Auto-centered uses (such as drive throughs) should be discouraged in a TOD.

A grade-separated crossing of Wiehle for use by bicyclists and pedestrians on the W&OD would help them and reduce traffic congestion at Wiehle and Sunset Hills. It should be incentivized.

Pedestrian and bicycle access to the Tall Oaks Village Center should be improved. Sidewalks and paths should be well lit to encourage usage at night as well as in the day.

South of the Toll Road

The TOD area between the toll road and Sunrise Valley is smaller than the area to the north of the toll road. It is bounded by the toll road to the north and Sunrise Valley and established residential neighborhoods to the south. This configuration places constraints on the potential for mixed use.

This area should have mixed-use development with (a) the bulk of the office space closest to the toll road and to Wiehle, located within ¼ mile of the station and (b) mostly residential mix from ¼ – ½ mile from the station and along Sunrise Valley. The tallest buildings should be close to the toll road. Residential buildings should be permitted closer to the toll road than 200 feet if adequate noise reduction measures can be implemented. These landbays would

have some first floor restaurants and other retail, particularly close to the station, as in H-2, but less extensive retail is expected overall than to the north of the toll road.

There is a small strip of retail development and a pre-school on the south side of Sunrise Valley near Soapstone. With changes of its retail mix, the strip center could evolve to provide pedestrian-accessible, amenity retail support to residents in H-1 and H-2.

Four access issues are especially important to successful development in this area:

- (1) ***The Soapstone Extension.*** This connection across the Dulles toll road is needed to facilitate access to the Metro station and relieve traffic congestion on the Wiehle Ave. bridge. It should be designed for pedestrians and bicycles as well as vehicles.
- (2) ***Public access (for buses, car drop-offs, pedestrians and bicycles) to the south side entrance to the transit station.*** Prompt access should be a condition for approving future rezoning applications in Subunit H-2. Pedestrian and bicycle access will presumably be available from the opening of the station. It is suggested that up to a .5 FAR of additional commercial development could be offered as an incentive, if bus access is implemented within 1-2 years of the station's opening.
- (3) ***Internal and external connectivity.*** There should be a network of interconnected streets and pedestrian/bicycle paths running east/west among buildings in the area. Streets that parallel Sunrise Valley should be built to the east and west of Wiehle Avenue and should link the Metro station area to existing office parks. As soon as possible, attractive pedestrian and bicycle paths should extend west to Reston Heights and east into office parks which are beyond the ½ mile TOD area.
- (4) ***Safe pedestrian crossings of Wiehle and Sunrise Valley.*** Safe, signaled pedestrian crossings are needed. The grade difference between Wiehle Ave. and the properties to the east and west (H-2 and I-1) calls for building a well-lit pedestrian passage under Wiehle Ave. This would facilitate safe, convenient pedestrian access from development east of Wiehle to the transit station.

This area's small size and the need for space to accommodate the Soapstone Extension, limits the potential for large open space areas between the toll road and Sunrise Valley. However, small parks, green spaces, pathways and a pedestrian-oriented plaza should be incorporated into the area. The tree canopy should be preserved to the extent possible. It is envisioned that Sunrise Valley will be constituted as a grand green boulevard. In addition, there are extensive nearby open spaces, including RA's pathway system and the Reston National Golf Course, which will benefit residents and employees in this area.

No increased development is contemplated south of Sunrise Valley. Additional measures (such as parking restrictions, lighting, etc.) are needed to protect established residential areas south of Sunrise Valley from adverse impacts attributable to transit related development. Measures such as parking restrictions should be implemented when the station opens, not waiting for new building development.

Areas More Than ½ Mile from the Metro Station

Study Area locations more than ½ mile from the station should remain at current densities absent a unusually beneficial additions to the community (such as a university campus, a civic facility or active athletic fields) or incorporation into a joint development project that extends within the ½ mile area. For example, construction of some residential units might be warranted by reconfiguration of Plaza America (which overlaps the TOD area) to create an entrance for Reston Station Blvd and a pedestrian-oriented plaza. Any such projects would need to meet minimum design and other performance standards, including linkage to the Metro station by bus, walkways and bike paths. Even absent new densities, efforts should be made to link existing private roads and sidewalks in the RCIG to the Metro station in order to promote transit usage and mitigate traffic on Sunrise Valley and Sunset Hills.

Established Residential Areas

Traditional residential areas should be protected from additional development. In addition to placing boundaries on new development, measures should include parking permits and lighting in nearby neighborhoods.

Pedestrian and bicycle access between the neighborhoods and the stations should be facilitated.

Summary of Recommended Area Traffic Measures

A number of steps can be taken to mitigate traffic congestion in this area even as density increases with TOD. In addition to balancing residential and office uses, the following are among the recommended measures.

- a. Implementing RMAG recommendations is an important starting point.
- b. Development in the area must be pedestrian and bicycle friendly and include grids of streets, including “complete streets” and pedestrian/bicycle trails. A conceptual map of suggested streets and trails is attached as [Appendix].
- c. Minimum parking requirements should be reduced in the TOD area.
- d. Circulator/shuttle buses are needed within the area and to link the transit station to other parts of Reston, including office parks and hotels outside the TOD area.
- e. Permanent access is needed for buses and a kiss-and-ride to reach the south side of the transit station both to encourage transit usage and to reduce needed vehicle trips across the Wiehle and Reston Ave. bridges.
- f. The W&OD should be utilized as a bicycle/pedestrian “highway” to get people to and from the Wiehle-Reston East station. (i) A grade separation for the W&OD’s crossing of Wiehle Avenue would eliminate the current conflicts between trail users and vehicular traffic. An exit from the W&OD to the station could be located west of the overpass. (ii) Given the speed of the bicycle traffic, the W&OD should be widened or a separate paved path should be added in this area to create a distinct pedestrian path, which will facilitate safe usage by both bicycles and pedestrians.

- g. Additional pedestrian/bicycle pathways are needed on both sides of the toll road. These should extend into areas that are currently developed and should also facilitate pedestrian and bicycle access to the Reston Town Center area. Lighting is important in order to encourage night time utilization.
- h. Transportation Demand Management (TDM) plans must be developed and implemented.
- i. The desired Soapstone Extension crossing of the toll road should be defined and built as soon as possible. The crossing should connect Sunrise Valley Drive to Reston Station Blvd., as well as Sunset Hills, thereby supporting (not splitting) the urban-commercial core north of the toll road.
- j. An additional crossing east of Wiehle (possibly a South Lakes Dr. extension to Sunset Hills and other streets in G-7) should be built.
- k. Improving the toll road underpass at Hunters Mill would mitigate growing traffic pressures in the area.
- l. The area would benefit from a pedestrian and bicycle bridge between Reston Heights and the Plaza America area.
- m. Improvements should be made to the Wiehle bridge in order to facilitate safe, convenient pedestrians and bicycle crossings of the Wiehle bridge.
- n. To mitigate traffic impacts from the transit station parking lot at the Wiehle-Reston East station, parking should be managed to encourage off-peak arrivals and departures and HOV users. This could be accomplished by charging higher prices for entrances/exits during peak traffic periods. (“Easy Pass” technology could presumably be adapted to this purpose.)
- o. After Metro stations are opened to the west, a portion of the transit station parking at Wiehle-Reston East should be reprogrammed to support local demands (residential, office, hotel, etc.) rather than commuters. Developers could be offered the opportunity to purchase or lease spaces in the garage to meet the needs of their nearby buildings.

Open Space and Recreation

Publicly accessible parks, trails and other open spaces are needed to support the residents, office workers and other users of the area and to fit with Reston’s overall identity. Each developer should share responsibility for developing open space. Financial contributions to a well-administered fund for acquiring and maintaining open-spaces in or near the TOD area may be an option.

Ideally, publicly accessible open spaces should be usable, attractive and well-distributed so no one has to walk more than a few blocks to find some respite from urban streets. In the urban commercial area itself, plazas, pocket parks and wide sidewalks with restaurant seating and benches may be most appropriate to the urban feel, while larger nearby parks and trails (e.g., the W&OD, Lake Fairfax Park and smaller parks) offer less urban options. In either case, functionality is an important design consideration. The map attached as Appendix D illustrates possible locations of larger parks. It does not attempt to fix locations or address smaller, “pocket parks”.

The CP should call for enhanced access to, and encourage use of, existing open-space assets in and near the Wiehle-Reston East Study Area, including the W&OD and Lake Fairfax Park.

A linear park should be developed along the W&OD trail by transforming the current parking area along Sunset Hills into a park and joining it to the W&OD property. A hedge or other landscaping could keep some separation between the park and the W&OD, which, as noted above, should be widened in the transit area to better accommodate use by both bicycles and pedestrians.

It would be desirable to locate an indoor recreation facility and large athletic fields in or near the Wiehle-Reston East TOD area, though large land areas are difficult to identify. Possible locations for an indoor recreation area might be found, in the area, for example in Sub-units G-1, G-3, G-6 or D-7. Space for an athletic field might be found in G-7. The ice rink located in G-7 should be preserved or enhanced.

Trees and green landscaping are important throughout the area. They are part of what sets Reston apart from other areas. Existing large trees should be preserved where feasible and should be focal points for gathering places, even as a more urban TOD area is developed. Plazas, sidewalks and outdoor eating areas should have trees for shade and visual attraction.

RESTON TOWN CENTER STATION AREA AND RESTON NORTH

Summary

The Reston Town Center Station should, by the creation of dynamic, mixed used, urban spaces, become a signature regional destination and origination station. This will require a strong emphasis on creating a healthy balance of residential and non-residential uses consistent with transit-oriented development and traffic mitigation objectives. Proper incentives will be needed to achieve these outcomes, particularly since much of this area is already near existing density limits.

This section addresses three sub-areas: TC Metro North (roughly the area north of Dulles Toll Road within a quarter-mile of the Metro station), TC Metro South (the area south of the Toll Road and bounded by Sunrise Valley Drive), and Town Center North (the area bounded by Baron Cameron Avenue, Fountain Drive, New Dominion Parkway and Town Center Parkway) .

TC Metro North:

To achieve a vibrant Metro station area, the existing Town Center urban core must be extended south to the Metro station. [TC Metro North development should link the existing Town Center to the Metro and become the area of greatest overall density in Reston.] The land closest to the station should be directly accessible from the Metro via an extension of the Metro pedestrian bridge and create opportunities for signature retail, new restaurants and nightlife, possibly a hotel function with convention, potentially a significant public amenity, and additional office/commercial space. Strong connections must be created from the station north to the Town Center. Realizing these objectives will require strong incentives. Reston will benefit from extending the urban core and creating this vibrant urban center with true TOD.

No significant changes are recommended for Town Center District outside the quarter-mile area. This will allow for a tapering of densities moving north from the Metro station and continuation of the existing residential areas.

TC Metro South:

The Metro South area should be transformed from its current suburban office park paradigm into a more urban, mixed-use space consistent with TOD. The limited connectivity to the Town Center area makes it unlikely for this area to develop into an extended Town Center urban core. The area should have a balance of residential and office with new internal roads and walkways, and open space (including a significant central green space). The greatest density and greatest potential for office development would be closest to the station. Ideally, multiple landowners would have to cooperate on such a redevelopment project, which would require adequate incentives. In return the community will receive significant benefits – the transformation of this area from a suburban office park to a vibrant mixed-use area with a strong central green space.

Town Center North:

This area should develop into a more urban, mixed-use parcel organized around a strong emphasis on open space - a central green space or “town green” – and a consolidated but strong government function. There will be opportunities for supporting retail as well as office/commercial but there must be a focused commitment to bringing residential to this area. Even though this parcel is beyond the half-mile radius, a Town Center bus circulator or linear shuttle tying the Town Center area together with the Metro station would mitigate traffic and support the residential opportunity this parcel presents.

Increased Density:

In return for meeting the development conditions, including proffers, and achieving the important community benefits, the County should have the flexibility to grant to developers high density within the TOD area. Since there is nowhere within the Metro North area to put the new construction, TOD residential development cannot be created unless existing commercial development is torn down. Reaching a healthy balance of residential and commercial will require material incentives.

It is anticipated that the greatest densities will be closest to the Metro station with the highest overall density in the area between the Metro station and the existing Town Center.

Overall Planning Principles/Framework

Four organizing principles are key to achieving the vision for the Reston Town Center station area and Town Center North:

Urban Character: Metro North, Metro South and Town Center North must develop, as urban, mixed-use spaces. A fundamental building block will be creating interparcel connectivity and, where appropriate, a grid of complete streets. In the case of Metro North, the connections must tie into the existing urban center.

Balance of Residential and Office: A healthy mix of uses creates a vibrant neighborhood and mitigates the traffic/congestion impacts. Current development in the TOD area is mainly office. To improve the balance of residential and office in the Metro North and South areas, it is essential that square footage of new residential development be at least equal to that of office.

Open Space: Designating and preserving adequate open space has rightly been a hallmark of Reston’s development and there must be a strong commitment to active and passive open space in all three areas to ensure a high quality of life. This includes urban plazas, outdoor active recreational areas, publicly accessible roof top space. Central greens are a shared public space that can serve multiple active and passive needs.

Excellence in Urban Design and Architecture: Excellence in architecture and urban design signals the sense of place that should be created in the Reston Parkway station area. Especially important is the Metro North area, which will be the touchdown lot from the Metro into the extended urban core. The design and architecture of this space must speak to the uniqueness of Town Center and the regional destination it should become.

Land Use Recommendations by Area

Town Center North and South

The Reston Parkway Metro Station should be viewed as a regional destination and origination station. This will be realized by ensuring that its immediate neighborhoods, both north and south, evolve to a more urban, mixed use character with attractive reasons for people to take the Metro to and from this center. The focus first and foremost should be on successfully extending the existing urban core south to the Metro station.

TC Metro North should become an extension of the TC urban core – rich with nightlife, signature restaurants and retail, perhaps a hotel with convention capability, an augmented office presence, a strong residential component consistent with TOD, and potentially at least one prominent civic use. As the touchdown point north of the Toll Road for the Metro, a contemporary urban plaza could be created directly accessible from the Metro via an extension of the Metro pedestrian bridge. In combination, these additions to the Town Center will make it a rich and balanced destination-origination station that will be a unique asset to Reston. This would be an ideal location for a performing arts center.

TC Metro South should fundamentally change from an essentially suburban office park to a more dynamic urban space – separate and different from Town Center (given the limited north-south crossings over the Toll Road) with its own identity. In addition to more urban office space, there will be a strong residential presence. Supporting retail, hotel, restaurant, and at least one grocery should also mark the space.

Both places should have strong inter-parcel connectivity and, where appropriate, a more urban grid. All roadways should be complete streets capable of comfortably handling pedestrian, bicycle, transit-oriented (including bus, though not bus-dedicated lanes), and vehicular travel. Distinctive and robust open spaces will improve the quality of life and the working experience and are essential.

Transportation Infrastructure – Metro North

Network of streets and Connections

Considering the density and character of the area immediately north of the Metro station, a classic urban grid may not make sense in this area. However, the connections within this area as well as to the urban core north and to the west should be expanded and improved. The connections should include vehicular, pedestrian and bicycle facilities.

Bus Circulator

A bus circulator or linear shuttle connector service from the TC Metro Station through the Town Center District and Town Center North is essential to help minimize vehicular traffic in and through the Town Center District.

Transportation Infrastructure – Metro South

The transition from a suburban office park to an urban, mixed use area will make north-south and east-west spines critical. Edmund Halley should be extended to link with the Kiss and Ride. A signalized, four-way intersection should be created on east-bound Reston Parkway utilizing the existing right-in - right-out between the Toll Road and Sunrise Valley Drive.

Open Space

Metro North

A signature urban plaza as centerpiece of the touchdown point in Metro North would evoke a special sense of place. In addition, other open spaces should be created in the Metro North area.

Metro South

A prominent central green or park should be a prime organizing principle for Metro South given the new emphasis on residential development, with the possibility for multiple, simultaneous passive and active uses. The central green should be augmented by other pockets of open space. Utilization of roof top space in more public buildings will be important.

Civic Uses/Facilities

A prominent public amenity in Metro North would materially add to the potential for creating this as a true destination station. The possibilities include a world-class performing arts center or a children's science center. [Given the proximity to the existing Town Center, this would be an ideal place for a new performing arts center.]

In Metro South, a signature public facility might help draw attention, foster residential growth, and attract visitors; this should also be taken into consideration with future planning for this area.

Intensity/Density of Development

Balance of Residential and Non-Residential Uses

The ratio of jobs to households in an area is a key indicator of amount of commuter traffic required to bring people to their workplaces. The current ratio of jobs to households in the Reston Parkway Special Study Area is approximately 15:1, a highly unbalanced ratio exacerbating traffic problems. This ratio is roughly equivalent to four times as much non-residential square footage as residential. New development should be guided by requiring the ultimate residential square footage to be at least equal to non-residential. [?]

Development Density and Building Heights

The County should have the flexibility to approve good applications that are consistent with the vision regardless of what density results so long as the infrastructure can handle the application. However, density limitations are an inherent part of County planning. Consequently, and in the interest of ensuring that density limits are set so as not to place a material barrier on good, worthwhile development, any Metro North or South zoning application that meets plan objectives should be eligible for a high density (FAR of up to []) and a building height up to [350] feet. Variegated building heights to create a diverse topographical palate should be required.

Mix of Uses

Private development in Metro North and South should serve the goals of: (a) creating a well-balanced mix of residential and non-residential uses; (b) adding commercial/office space and targeted retail support for those living and working in and around the Town Center Metro station area and, in the case of Metro North, signature retail that accentuates the potential for this being a regional destination; and (c) augmenting the existing housing stock in ways that creates well-designed living spaces that can accommodate a diverse demographic.

Commercial: Commercial (*i.e.*, non-residential outside of retail) should be focused primarily nearer to the Toll Road. As a side benefit, this creates something of a barrier between the new residential and the Toll Road.

Retail: Street-level retail along key connectors will be critical to realizing a mixed use vision. In Metro North, street-level retail around the envisioned urban plaza and along the key pathways connecting it to the existing urban core must be incorporated into future plans. In Metro South, strong consideration should be given to having retail located near and around the central green and along what are ultimately created as the essential north-south and east-west connectors.

Residential: All residential should seek to serve a diverse demographic, consistent with current County guidelines (including workforce and affordable housing) with emphasis on accessibility/ and visitability.

General Guidance for the Remainder of the Town Center District

Existing Town Center

The remainder of Town Center is largely built out for the near term. The existing residential areas within Town Center should remain so. Augmented by the approved concept plan for Spectrum and recommendations for Town Center North, these areas form an important and essentially residential collar around the extended urban core. These areas are currently zoned at 50 dwelling units per acre. Residential development that moves the Town Center District beyond the minimum [1:1 ratio] should be encouraged.

Town Center North

Town Center North (TCN) should develop into a more urban space with a mix of uses. However, the TCN should not become an extension of the Town Center urban core and should

be comparatively less intense. Special emphasis should be placed on creating a dynamic open space as the centerpiece of the area and on preserving and expanding civic uses that will support Town Center and more broadly the Greater Reston community.

The [Figure 1] map reflects this sense of the parcel's future -- an urban-like street grid (with strong "complete streets" that will ensure pedestrian and bicycle accessibility and connectivity) oriented around a large open space or "town green." The addition of a civic center or community hall would crown the open space.

New residential, office, hotel, and institutional uses with street-level retail in targeted areas would likely be focused primarily on the eastern portion of the lot with existing and new civic uses more likely concentrated on the western portion.

Any redevelopment of TCN must include a strong residential component to achieve greater balance among residential and non-residential uses within the Town Center District.

Transportation Infrastructure

Grid of Streets

An urban-style grid of east-west and north-south through streets that will provide access throughout the parcel should be created. On-street parking and shared parking areas among nearby uses should be encouraged. The grid should reflect an emphasis on "complete streets" that will be designed to enable safe access and use for all users: pedestrians, bicyclists, motorists, and transit riders.

Bicycle Facilities

Bicycle lanes and facilities – to enable residents and workers to travel by bicycle on dedicated on-road facilities and make use of bike racks, bike lockers, and other facilities at residential, retail, and commercial areas – should be a priority.

Bus Circulator

As future land development proceeds along the lines outlined in this report a bus circulator or linear shuttle connector service to improve access to the Town Center Metro Station will be essential.

Open Space

The "Town Green" as Centerpiece

Open space within Town Center is at a premium. TCN presents an opportunity to help address that issue and this should be an important goal. The current Fairfax County Park Authority five-acre steeply sloped park abutting Fountain Drive should be replaced with a five to seven acre contiguous open space that is flatter and is both more centrally located and closer to the Town Center urban core. This would serve multiple goals:

- Allows greater flexibility to accommodate both some active and passive uses; Provides a centerpiece around which the rest of TCN may be oriented and creates the potential of a

powerful north-south visual and physical connection from the Town Center Metro Station; and

- Enhances the possibility of street-level retail at intersections along Fountain Drive to complement the approved Spectrum concept plan.

Additional Open Space

The central green should be augmented with other pockets of open space that are pedestrian accessible.

Public Art

Public art should be incorporated throughout the area. The incorporation of public art within the “town green” should be considered in any future development plan for this area.

Civic Uses/Facilities

Government Services - The existing County offices and services (Supervisor’s office, other North County government, the Regional Library, and Health and Human Services) should remain in TCN. Consolidation of these government functions should be encouraged both for convenience and to maximize the TCN footprint. In addition, a civic center or community hall that crowns the large open space would be a valuable addition.

Embry Rucker Community Shelter - The Shelter is an important part of the Town Center fabric. Whatever redevelopment occurs should accommodate the Shelter’s continued location within Town Center.

The Police Station and Fuel Depot -A police station presence should continue to be a part of Town Center. This presence should be consistent with the new urban paradigm.

Mix of Uses

Commercial - Office, hotel, and institutional should be focused primarily on the eastern portion of TCN.

Retail - Targeted street-level retail would help animate the intersections along Fountain Drive and thus complement the approved concept plan for the Spectrum lot, as well as along edges of the conceived “town green.”

Residential - Within TCN, the residential component should seek to serve a diverse demographic, consistent with current County guidelines (including workforce and affordable housing). The goal should be maximizing residential here and in the collar surrounding the extended urban core. Some emphasis should be given to locating housing for our seniors in this space – given its walking-distance proximity to important health, government, and retail resources.

Intensity/Density of Development

Vision - TCN is not an extension of the density/intensity of the Town Center urban core. It should be more of a transition space that, while becoming more urban in character, remains less intensely developed.

Balance of Residential and Non-Residential Uses - TCN should be planned for a mix of uses (including governmental, institutional, residential, office and retail) at a non-residential density significantly less than the urban core to the south and a residential density consistent with the adjacent areas (a 0.7 non-residential FAR and 50 residential units per acre). This intensity/density is generally consistent with the approved Concept Plan for the adjacent Spectrum property- Non-residential intensity within TCN may be increased modestly provided that, in addition to transportation and infrastructure improvements, there is a minimum of 1,000 dwelling units required as part of the overall development plan.

Building Heights- Building heights within TCN should taper from and be significantly lower than the urban core, and should not exceed 200 feet above grade. There should not be uniformity of building heights across the space, thus creating a more variegated look and feel.

HERNDON-RESTON WEST STATION

[To be added]

wp